

Minutes of the Meeting
November 5, 1998

Projects Reviewed

Convened: 9:00am

123 Queen Anne Avenue & 120 First Avenue West (skybridge)
Marion Street Bridge
Municipal Center Master Plan
TT Minor Park
Sand Point Re-Use Plan

Adjourned: 2:30pm

Commissioners Present

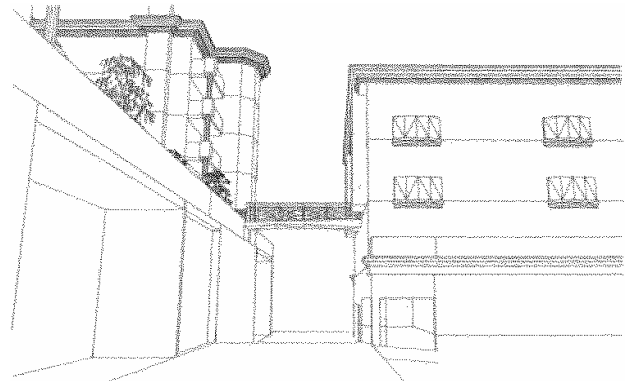
Rick Sundberg, chair
Carolyn Darwish
Gail Dubrow
Bob Foley
Jeff Girvin
Gerald Hansmire
Jon Layzer

Staff Present

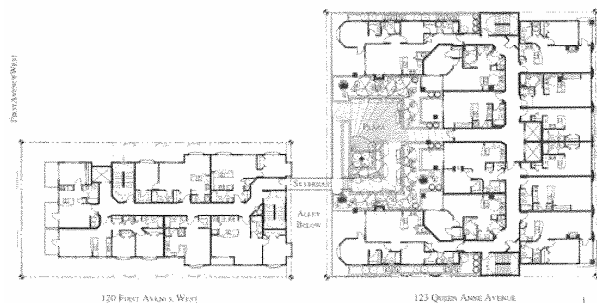
Vanessa Murdock
Peter Aylsworth
Rebecca Walls

110598.1 Project: **123 Queen Anne & 120 First Avenue West**
 Phase: Skybridge
 Presenters: Kent Angier, Buchan Properties
 Brian Runberg, Driscoll Architects
 Attendees: Rachel Ben-Schmuel, Ben-Schmuel & Associates
 Paul Janos, Constructions and Land Use
 Brandon Nicholson, Driscoll Architects
 Erica Steen
 Time: .75 hr. (hourly)

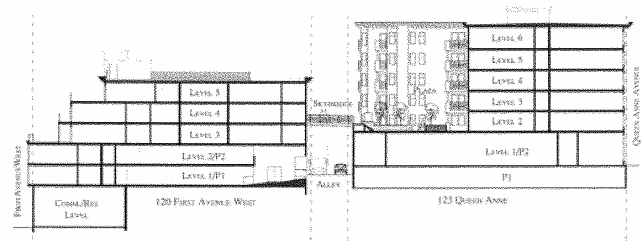
The 123 Queen Anne Avenue skybridge is intended to connect a two-phase development on properties located at mid-block on opposite sides of the alley. The proposed skybridge will span across the alley from a second floor roof plaza at 123 Queen Anne to the fourth floor of the 120 First Avenue project. The skybridge will not block views from adjoining properties and will only be visible from the subject properties and the alley. The skybridge will eliminate the need for residents to walk around the block, improving pedestrian safety in a vehicle dominated area and allowing the projects to function as a combined development.



Alley level perspective facing south



Plan of two buildings



Section of two buildings with skybridge

The Seattle Municipal Code dictates that skybridge proposals meet the following requirements:

1. ***That horizontal and vertical clearance is adequate.***
 Horizontal and vertical clearance is adequate. Vertical distance from the alley to the bottom of the skybridge is twenty-two feet.
2. ***That structural adequacy is insured.***
 The structure is comprised of steel channel stringers with a metal pan concrete deck and is more than adequate to meet SBC requirements.
3. ***Potential conflict with existing or proposed utilities, street lighting or traffic control devices.***
 All utilities are underground, eliminating potential conflicts.
4. ***View blockage.***
 The skybridge would not block views. The Salvation Army building blocks views to the south. Views to the north are of additional alleys and backs of buildings. No windows from

abutting buildings are oriented toward the alley.

5. ***Interruption or interference with existing streetscape.***
There is no interruption or interference with the streetscape. The bridge is eight feet wide. Building decks and bays of the proposed project would face the alley, enlivening it. The bridge joining the buildings would be part of this streetscape.
6. ***Reduction of natural light.***
The bridge is eight feet wide, with a three and a half foot railing, and is not enclosed.
7. ***Reduction of pedestrian activity at street level.***
Pedestrian traffic would move from First Avenue to the Queen Anne Avenue side of the block. The same level of pedestrian traffic would exist whether residents used the skybridge or entered each building at grade.
8. ***Number of pedestrians projected to use the skybridge.***
The First Avenue building will have approximately 32 residents and the Queen Anne Avenue building will have approximately 100 residents. All residents are expected to use the skybridge.
9. ***Effect on commerce and enjoyment of neighboring land use.***
Adjacent properties are primarily surface parking lots and First Avenue has no business frontages on this block. If in the future there is commercial activity on First Avenue, the skybridge could be removed and residents would enter at 120 First Avenue. On Queen Anne Avenue, the new residential activity is likely to increase viability of small businesses relying on foot traffic.
10. ***Availability of reasonable alternatives.***
The alternative is no skybridge. Residents of 120 First Avenue would be required to enter from First Avenue.
11. ***Effect on traffic and pedestrian safety.***
A METRO transit stop is located immediately in front of the 123 Queen Anne Avenue building. Residents of 120 First Avenue will have improved access to transit as a result of the skybridge. The skybridge will also allow entry to both buildings at the most pedestrian friendly part of the block, enhancing the feeling of pedestrian enclosure and safety.
12. ***Accessibility for elderly and handicapped.***
The skybridge enhances accessibility. The steep grades on John Street, Denny Way, and First Avenue are not conducive to wheelchair travel. Queen Anne Avenue is relatively flat, providing easier access to the buildings.

Discussion:

- Dubrow:** In absence of a First Avenue elevation it is difficult to evaluate the character of the First Avenue facade and whether or not it will promote pedestrian activity.
- Runberg:** The program for the First Avenue building includes commercial spaces and an entry lobby. The entrance will have a steel and glass marquee.
- Angier:** The facade treatment, colors, materials, and fenestration will be similar to the Queen Anne Avenue facade. The quality of each elevation will be the same. The skybridge would greatly improve ADA accessibility through the development and would allow handicapped tenants easy access from the First Avenue building to the transit stop on Queen Anne Avenue.
- Janos:** The Design Review Board has required that the First Avenue building's residential entry be prominent and distinct from the commercial entrances.

- Foley:** What types of uses are the surrounding blocks zoned for?
- Runberg:** The block around the proposed site is zoned at C2-40 and the blocks immediately to the north and east are zoned at NC3-65.
- Girvin:** What is the target market for tenants?
- Runberg:** There is currently a diverse demographic of people in the area. The apartment types will include studio units, one bedroom units, and two bedroom units.
- Darwish:** How will the alley below the skybridge be lit?
- Runberg:** The alley will be lit by lights at each of the garage entrances.
- Dubrow:** Requirements seven and ten, according to SMC 15.64.050, are the major issues regarding this skybridge proposal. The other criteria seem to have been satisfied. The skybridge appears to provide a principle means of access to the First Avenue building from Queen Anne Avenue rather than from First Avenue.
- Foley:** Are the parking areas adequate for the requirements of each building independently?
- Runberg:** Yes, both garages meet the parking requirements separately.
- Darwish:** The skybridge seems like a private enhancement, in the midst of unknown future development, with little public benefit or necessity.
- Angier:** The private benefit is the ability to build a sense of community between the tenants of both buildings. The public benefit is improved ADA access across the site to the transit stop and other amenities on Queen Anne Avenue. The First Avenue building has a primary entrance that will be used by its tenants. The skybridge is temporary and could be removed pending future development along First Avenue.
- Dubrow:** I have to ask myself what the building contributes to the pedestrian life along First Avenue and whether or not the skybridge will deter that pedestrian activity. There is an opportunity for circulation around the block via the sidewalk.
- Runberg:** The public benefit is the provision of needed housing in the area. The First Avenue building may not be built without the skybridge because it is not enticing for renters. With the skybridge, this project could become a development catalyst for the area.
- Darwish:** Given that this is the first major development on this block, the skybridge will set an important precedent for future projects. I am concerned about the proliferation of skybridges in the area.
- Sundberg:** I am also apprehensive about the precedents this proposal may set. The City's policy is to discourage the proliferation of skybridges. I am not convinced that the proposed skybridge is necessary.
- Hansmire:** I think that tenants in the First Avenue building will probably use the skybridge as a connection to the transit stop to commute to work. Once home, they will probably use the First Avenue entrance as much as the Queen Anne Avenue entrance. The more important issue seems to be the precedent this type of proposal will set for the area. The city needs to establish criteria for evaluating skybridge proposals in terms of their impact on pedestrian activity and how precedents can cause a proliferation of skybridges downtown. There are larger issues that the city needs to address regarding the evaluation of skybridge proposals.
- Dubrow:** I am not convinced that this proposal is the pattern we want to set for First Avenue. This development has the potential to set the tone for the block. I think that the skybridge will have negative impacts on the pedestrian activity at street level.
- Girvin:** The Queen Anne Avenue facade appears to be the primary entrance for the development. My concerns regarding this project are related to criteria seven and

nine. The project will result in a reduction of pedestrian activity along First Avenue and fails to enhance its pedestrian vitality and character. I am concerned that the proposal relies on future developments along First Avenue to enhance the pedestrian character of the street.

Action: The Commission recommends against approval of the skybridge request as presented and encourages the development of a primary entrance on First Avenue that contributes to the development of the neighborhood or a reasonable alternative to the skybridge that supports pedestrian activity on First Avenue.

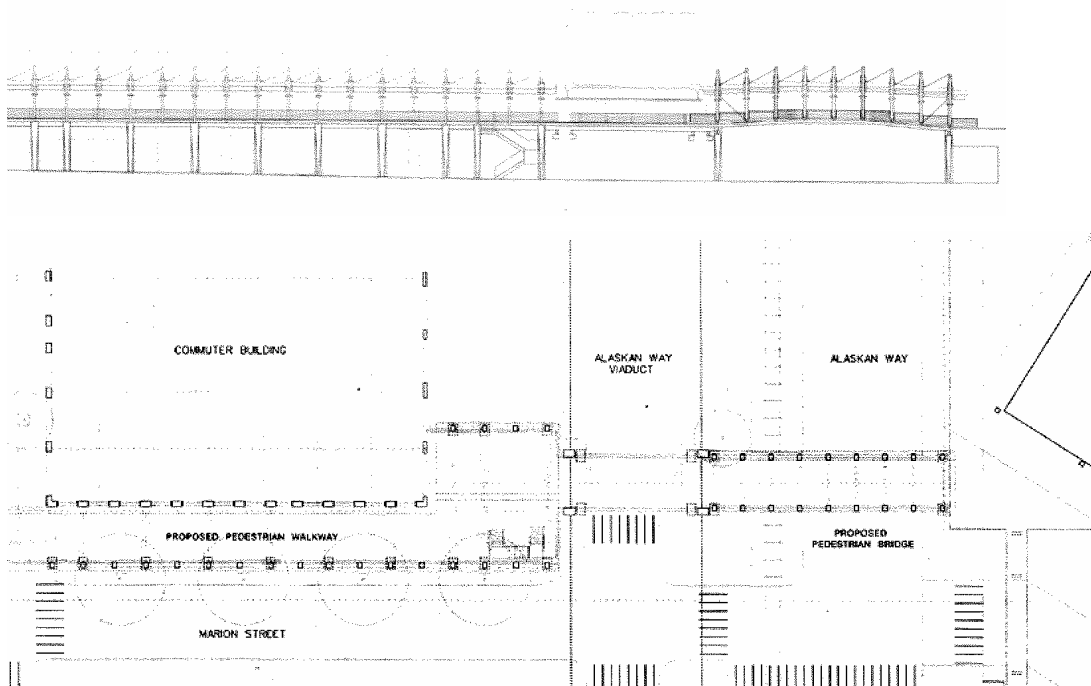
Commissioner Hansmire abstained, not in support of the proposal, but based on a lack of city policy regarding the evaluation of skybridge proposals.

110598.2 Project: **Marion Street Bridge**
 Phase: Conceptual Design
 Presenters: Amy Beierle, LMN Architects
 Mark Hinshaw, LMN Architects
 Kathy Rossi, K.C. Department of Transportation
 Bill Steyen, LMN Architects
 Attendees: Eric Beckman, K.C. Department of Transportation
 Tim King, Washington State Ferries
 Steve Pearce, Strategic Planning Office
 Vicki Scuri, Siteworks Inc.
 Brad Stein, Entranco
 Carol Valenta, K.C. Public Art Program
 Time: 1 hr. (hourly)

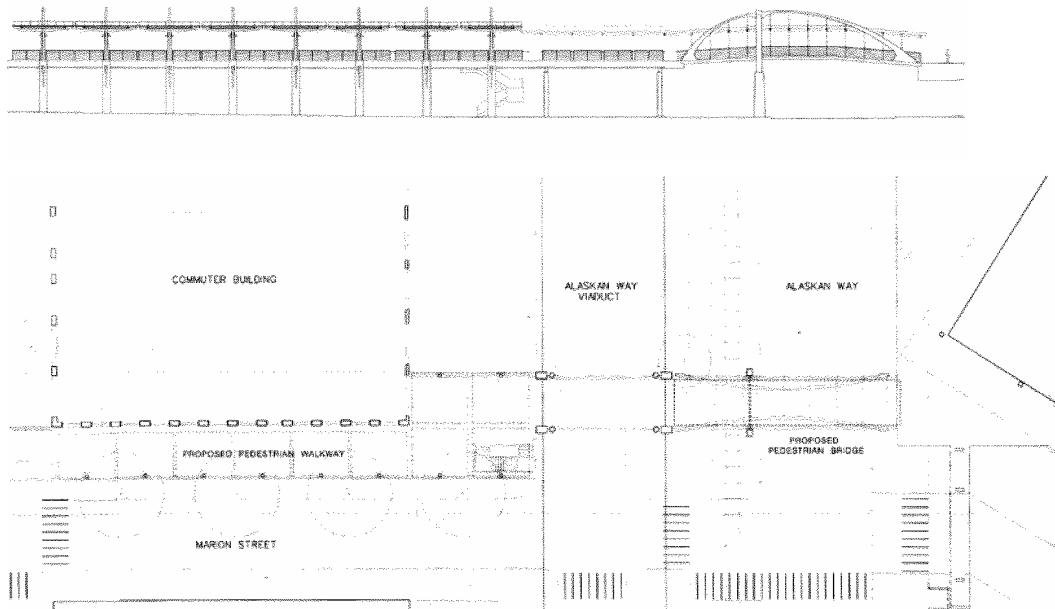
The Marion Street Bridge project has recently completed the conceptual design phase. The bridge is a transportation project with the following goals:

- establish an identifiable, appealing, intermodal transportation corridor,
- provide a safe, convenient pedestrian link from Colman Dock to Western Avenue,
- minimize impacts to users during construction,
- design a cost effective structure that minimizes maintenance and meets regulatory requirements,
- optimize the use of passive security, and
- integrate the bridge into the South Waterfront Master Plan and Seattle Downtown Plan.

The design team evaluated eight different alternatives and selected two preferred designs to develop. Each alternative has three major segments, across Alaskan Way, through the viaduct, and adjacent to the Commuter Building.



Scheme one plan and north elevation



Scheme two plan and north elevation

Discussion:

- Dubrow:** Is the entire bridge design based on a single idea or a series of episodic portions?
- Beierle:** Different portions of the project had different challenges. We have tried to design a single element that is divided into three segments; the segment over Alaskan Way, the segment within the viaduct, and the segment adjacent to the Commuter

- Building. Dividing the project into three segments was a result of the design process. The viaduct cuts the project into separate elements visually.
- Dubrow:** Various schemes have favored northwest views. Is directionality more important than symmetry of structural elements?
- Hinshaw:** The bridge is a physical connection in an east west direction, but serves as a physical landmark or gateway in a north and south direction along Alaskan Way.
- Beierle:** The alternatives are symmetrical now. Structural issues are the most challenging. The loading on this pedestrian bridge during peak use is greater than a highway bridge.
- Dubrow:** There may be ways to integrate asymmetrical qualities into a symmetrical structure.
- Hansmire:** I prefer the second alternative visually. I wonder if there is a way to integrate the bridge cover with the existing architecture of the Commuter Building. The spaces will be integrated with the creation of the arcade portion and it seems natural to integrate the structures as well.
- Hinshaw:** The cover is an issue in all of the schemes due to the undesirable uses that it can promote. There is a possibility that the bridge will not be covered.
- Sundberg:** The episodic progression of the overall design could be maintained while having finer detail elements that add consistency and link the segments together visually.
- Dubrow:** Perhaps we should address the segment spanning over Alaskan Way and then make recommendations about the other segments.
- Sundberg:** The second alternative, with the asymmetrical support, is most attractive. It seems to have the north-south landmark quality with a strong east-west rhythm.
- Hansmire:** Will the bridge be made of steel or concrete?
- Beierle:** It will be steel.
- Girvin:** Lightness seems like a primary issue.
- Dubrow:** The detail of the connections at the ends of the bridge could be further developed to intensify the appearance of lightness.
- Darwish:** Is there an opportunity to divide the bridge platform into two-way traffic?
- Beckman:** At peak use times the bridge typically has one-way traffic. Center barriers would take space and would hinder one directional movement.
- Dubrow:** Which alternative does the King County Department of Transportation prefer?
- Beckman:** We have been extremely pleased with the design team's efforts and various alternatives developed. There isn't strong consensus within the team regarding the preferred alternative.
- Dubrow:** The second alternative has a strong hierarchy of elements. If the first alternative is developed, I recommend that a hierarchy be established within the structural components. I think that the overall approach should continue to be a three part scheme and the east segment should be integrated visually into the Commuter Building's architecture.
- Hansmire:** It will also be important not to conceal a large amount of the Commuter Building.
- Dubrow:** How is art being integrated into the project?
- Scuri:** I have been working with the design team. The art concept is based in the maritime nature of the area and will be developed with a pedestrian character that is episodic along the bridge's length.
- King:** The Colman Dock ferry terminal may become more open to pedestrians at the upper level as a result of this project.
- Girvin:** I think the users of this bridge will love it. I urge you to consider what happens below the bridge and the development of art for users and pedestrians below the bridge at street level.

Action: The Commission appreciates the thorough presentation including the project's design history. The Commission supports the direction of the project as presented, favoring the second alternative, and the shift in alignment at the Commuter Building is encouraged. The Commission encourages the episodic approach to the development of the bridge and makes the following comments and recommendations:

- consider ways to enliven potential dead spaces below the bridge at street level, and
- consider how the structure relates to the Commuter Building, based on careful study of its architectural character, and determine features to be revealed or concealed.

110598.3 Project: **Municipal Center Master Plan**
 Phase: Update
 Presenters: Dennis Haskell, Hewitt Isley
 Norma Miller, Executive Services Department
 Attendees: Cathy Baker, City Council
 Andy Grow, Office of Councilmember Steinbrueck
 Sue Partridge, Executive Services Department
 Val Thomas, Planning Commission
 Maria Gonzalez, Planning Commission
 Karen Daubert, Planning Commission
 Marty Curry, Planning Commission
 Roger Wagoner, Planning Commission
 Time: 1 hr. (0.3%)

The Municipal Center Master Plan is being developed by Hewitt Isley in conjunction with an oversight committee. The Plan will be discussed with the City Council in coming weeks and will undergo a public outreach process. Deliverables for the month of November include a matrix of existing alternatives with documentation of various proposals made through past years and a public involvement plan for the project. The public involvement plan will include two workshops to brainstorm ideas in an exploratory manner and then to look at preferred plan options with public response. The workshops will be announced through a series of newsletters or fliers. The planning team has shared the three primary approaches to the plan with the design team for the Justice Center.

Discussion:

- Dubrow:** What opportunities are precluded or gained by making the Municipal Building site the preferred alternative location for a new city hall facility?
- Miller:** We are trying to develop urban design, open space, and building linkages between the sites. The use of Key Tower and parking are major outstanding issues.
- Haskell:** The preferred option proposes a new building on the Municipal Building site with open space connecting to open space on the Public Safety Building site. There is an opportunity to integrate the Public Safety Building site with the King County building to the south. We have also been working with the Justice Center design team. An east, west orientation may be an opportunity to develop open space on the south side of both sites while relating to the asymmetry of the Justice Center.
- Darwish:** The various linkages seem to be an attempt to integrate little pieces without the guidance of an overall Master Plan.

- Haskell:** The preferred option was selected by City Council based on years of discussions and consulting. The current plan is to sell Key Tower if possible, build the new Justice Center on the Cordes site, build a city hall facility on the east half of the Municipal Building site, demolish the Municipal and Public Safety Buildings, and retain the three historic buildings.
- Dubrow:** There is currently no Master Plan. The current situation is an attempt to coordinate a series of incremental decisions with linkages.
- Haskell:** The preferred option is loose and vague, allowing for a range of design alternatives and approaches.
- Darwish:** Why was the Master Plan not included in the City's Comprehensive Plan? How can we avoid future incremental planning?
- Miller:** In 1993 and 1994, a long-range facilities plan was developed for business purposes rather than for design purposes. In 1996, Key Tower was acquired and a Master Plan was to be developed for the remaining sites after city functions were moved into the tower. Since 1996, incremental decisions have been made with a recognized need for a Master Plan. I don't know why a Master Plan wasn't included in the Comprehensive Plan.
- Partridge:** The Comprehensive Plan was published prior to the purchase of Key Tower.
- Layzer:** The sale or retention of Key Tower will have a tremendous impact on the use of other buildings in terms of program and space.
- Miller:** The Master Plan is being developed with the caveat that if the Key Tower is sold, other options will be considered.
- Layzer:** If Key Tower is not sold, I think Gail's concern is that we may have missed opportunities due to not having a Master Plan in place.
- Dubrow:** I would like the planning to occur prior to financial and political decision making. How can the Planning and Design Commissions aid in the plan's development?
- Haskell:** The Commissioners in the oversight committee can keep the full Commissions informed throughout the process. We plan to have full Commission reviews in the future.
- Dubrow:** We are open to informal reviews to discuss various options or alternatives.
- Thomas:** The process seems logical. Is there any reason to rethink proceeding with the Justice Center prior to a complete evaluation of the other sites in the Master Plan?
- Sundberg:** The maintenance costs on the existing Municipal Building are high. The planning is a little out of sync, but it should mesh together in the long run.
- Miller:** That is the reason for developing the Master Plan in such a short time.
- Hansmire:** There was a lot of discussion regarding the location of the Justice Center on the Cordes site. It seems to make sense. Coordinating the design with the new city hall will be important. I would like to see both presented together for discussion.
- Sundberg:** I agree, it is the right location. Locating the courts on the Cordes site was the catalyst for the entire Civic Center idea.
- Daubert:** When will the Key Tower decisions be made?
- Miller:** It is a very political issue. We are in the process of dealing with purchase proposals now. I'm not sure when a sale would be finalized.
- Action:** **The Commission appreciates the briefing and Planning Commissioner attendance. The Commission encourages consideration of opportunities for implementing the Master Plan. The Commission recommends continued coordination with the Justice Center design team and requests a joint review of both projects to discuss impacts.**

110598.4 Project: **Commission Business**

Action Items:

- A. MINUTES OF OCTOBER 15TH MEETING: Approved as amended.

Discussion Items:

- B. EXECUTIVE DIRECTOR SEARCH:

Candidates for the position of the Executive Director of the Design Center and the Design Commission have been through the minimum qualifications phase of review. The candidate selection process will be a joint effort between DCLU staff and Design Commissioners. Then next phase of resume review will begin next week with the first round of interviews scheduled for the last week in November.

- C. DOWNTOWN WAYFINDING PROJECT:

- D. APA BROWN BAG:

- E. LIGHT RAIL REVIEW PANEL UPDATE:

The LRRP met on October 14 to discuss the downtown bus tunnel timeline and major components, and the policy for advertising in the stations and vehicles. At the October 28 LRRP meeting, members discussed STart, Sound Transit's art program. At the last LRRP meeting on November 10, the Light Rail Transit System's Draft Design Criteria Manual was discussed. Members focused their discussion on the following chapters: general, stations, landscaping, yard and shops, lighting, elevators and escalators, STart Sound Transit Art Program, system safety and security. The next LRRP meeting is scheduled for December 2.

- F. SDC HANDBOOK: Due to technical difficulties, the Handbook release date has been postponed.

- G. NEWHALEM VISITORS CENTER CONSULTANT SELECTION AND REVIEW SCHEDULE: The Miller Hull Partnership was selected as the consultants for Seattle City Light's Visitor Center at Newhalem.

- H. SDC RETREAT: The 1998 Design Commission retreat was postponed.

- I. PUBLIC-PRIVATE PARTNERSHIPS: The City Council appointed staff to develop criteria for public/private partnerships.

- J. GORGE INN ADAPTIVE REUSE EVALUATION AND REVIEW: Economic feasibility and programmatic opportunities are being evaluated.

- K. WESTLAKE AVENUE UPDATE FROM SHANE DEWALD: Westlake Avenue is currently lined with mature horse-chestnut trees between Olive Way and Mercer Street. There are approximately 50 trees, planted during the 1970's, with a total economic value of about \$120,000. The horse-chestnut species is particularly conducive to Seattle's climate and approximately 90 percent of the trees are healthy. There have been a number of complaints raised by property owners regarding extensive leaf clean-up and obstructed storm-water drainage. Sellen Construction has recently requested permission to remove and replace two trees in front of their main office. Removal of one tree has been approved to allow access to a new driveway, while the proposal calls for relation of the other tree. Westlake Avenue could potentially receive "Great Street" designation with an emphasis on strong pedestrian character. If Westlake Avenue were to be designated a Great Street, then the existing trees would be worth preserving. One short-term approach would be to remove and replace sidewalk paving damaged by upheaval as needed while a plan for the street is developed. The Commission supports the concept of preserving the existing trees with remedial maintenance, such as pruning away from property lines and sidewalk repair, until a plan for the street with the Great Street designation is developed.

- L. WALLINGFORD STEPS: The Wallingford steps project is a proposal to connect the south end of Wallingford Avenue to Gasworks Park.

- M. A-BOARD SIGNS DOWNTOWN:

- N. UNIVERSITY PREP:

110598.5 Project: **TT Minor Park**
 Phase: Schematic Design
 Presenters: Randy Allworth, Allworth Design Group
 Don Bullard, Parks and Recreation
 Dale Nussbaum, Allworth Design Group
 Time: .75 hr. (0.3%)

The TT Minor Park, adjacent to the TT Minor Elementary School, is funded through a Department of Neighborhoods Small and Simple grant as well as other sources. The project is divided into two phases. Phase one, to be constructed in June 1999, consists of an open play field, a smaller play area with equipment, and a new parking lot. Phase two consists of basketball courts, smaller sport courts, and raised garden beds. The basketball courts can also be used for overflow parking during special events. The two phases are linked by a north and south promenade lined with large trees.

Discussion:

Girvin: Where will the displaced parking be relocated?

Allworth: We are providing parallel parking along Eighteenth Avenue East in addition to the new lot at the southwest corner of the site. A few parking spaces will be lost.

Darwish: I have some concerns regarding the parking entrance being located adjacent to the primary bus drop-off and visibility issues associated with the location of trees around the play area.

Allworth: The play area will have a fence around it and the trees within the fence will be large and limbed up for visibility. The parking location is a difficult issue. The entrance is currently aligned with the street to the south to minimize intersections on East Union Street. The parking lot is one way entering off of East Union Street and exiting via the alley west of the site.

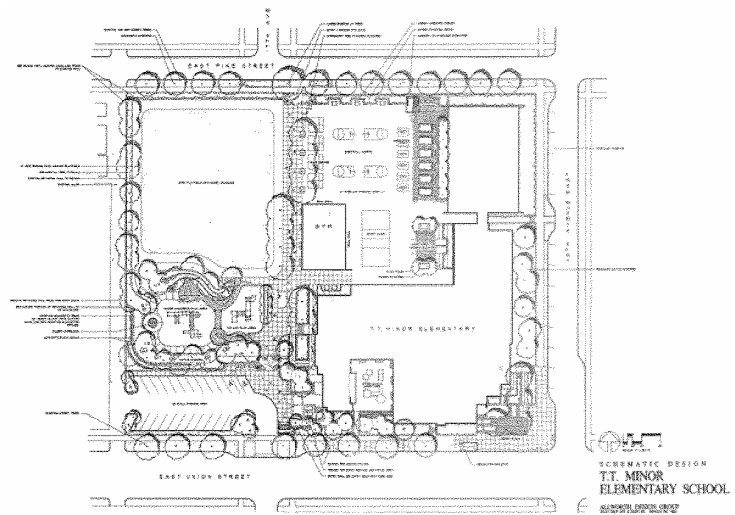
Layzer: Bulbing the parking entrance out around the bus lane will greatly increase visibility. Are the trees along East Union Street large?

Nussbaum: They are existing large Red Maples.

Foley: This proposal is a nice change in scale from the existing condition. What is programmed for the space east of the gym?

Allworth: There is a covered play area near the school building with a double-dutch court and a raised stage platform. Near the gym is a sport court, with the east wall of the gym serving as a ball wall.

Layzer: I understand that the basketball courts are arranged to eliminate full court play. Would locating the hoops at the ends make the space more usable for other activities?



Plan of phases one and two

- Nussbaum:** Locating the hoops at the ends would result in courts close to full-court size. The current location in the center of the space also works with the overflow parking layout for special events.
- Layzer:** I recommend making the gardens smaller with a more organic arrangement rather than the lineal row of rectangular raised beds. Are the large trees west of the gym necessary?
- Allworth:** The trees help to define the open field space and will be large enough to provide a canopy over the walkway. The limbs will be high enough that the mural on the gym wall is easily visible.
- Layzer:** In regards to the mural of the United States, I encourage you to keep Alaska and Hawaii in scale relative to the mainland states. It is important that the scale be consistent in order to give people a true sense of their actual sizes and distances from the contiguous states. This would be preferable even if the entire state of Alaska could not be depicted because of its size, or if the state of Hawaii were located at some distance from the continental map. This would actually add some visual interest and an opportunity for discovery.
- Foley:** Is the south courtyard part of this project or a future project?
- Allworth:** That issue is still undecided. The courtyard has a new play area for after-school-care facilities. It is a controlled space for small children after school.
- Action:** **The Commission recommends approval of the project as presented in schematic design and makes the following comments and recommendations:**
- **consider alternative locations for the parking lot entry, and**
 - **explore opportunities to make the gardens more organic in organization and appearance.**

110598.3 Project: **Sand Point Re-Use Plan**
 Phase: Briefing
 Presenters: Layne Cubell, Office of Sand Point Operations
 Eric Friedli, Office of Sand Point Operations
 Anne Strode, Parks and Recreation
 Time: .75 hr. (0.3%)

The adopted Reuse Plan is the blueprint for the City's and community's vision for the reuse of the 151 acre former Naval Station Puget Sound at Sand Point. New sports fields, a new major playground, restored wetlands, a small boat center, pottery school, community center, and child care center are among the amenities and facilities that are expected to be available at Sand Point.

The Reuse Plan calls for the following:

- **93 acres** for recreation, arts and culture obtained at no cost through the Federal Land-to-Parks program in the U.S. Department of Interior/National Park Service. This property will be added to the existing 190 acre Magnuson Park.
- **12 acres** for educational purposes to the University of Washington through a public benefit transfer program administered by the U.S. Department of Education.
- **18 acres** for transitional homeless housing units (200) through the U.S. Department of Housing and Urban Development.
- **14 acres** for public streets and right-of-ways.
- **14 acres** retained for federal agencies use by the National Oceanic and Atmospheric Administration (NOAA) and the Northwest fisheries Research Center. This will be added to the existing NOAA and NFRC properties.

The Historic Naval Station property will become home to a mix of community, arts, educational, and recreation programs. This historic campus setting will be blended with the existing recreation and environmental restoration programs in Magnuson Park, creating a new multipurpose facility for the region.

The City has formalized partnerships with the University of Washington for ownership of the educational area and with the Sand Point Community Housing Association for operation of the housing area under a long-term lease arrangement. Partnerships with non-profit management entities are contemplated for other buildings and/or areas on site, as well.

In June 1998 the Sand Pint Blue Ribbon Committee, established by Mayor Schell and Councilmember Licata, was convened and has met frequently to develop recommendations on possible improvements and implementation steps for the Sand Point Reuse Plan. The Committee is reviewing the physical site plan as well as management and financing issues. The Mayor and City Council will review the recommendations and may subsequently modify the Reuse Plan or refine the steps for implementing the plan.



Discussion:

- Murdock:** Who will the Blue Ribbon Committee make recommendations to? Sand Point Reuse Plan (3rd Draft, May 1998)
- Fiedli:** To the Mayor and Councilmember Licata. We will decide how to implement the recommendations after they have been finalized.
- Foley:** I am pleased to hear that a Master Plan is being developed, but three months seems like a short amount of time.
- Friedli:** Three months is a short time, but the plan will be building on 20 years of discussion rather than starting from scratch.
- Walls:** Will the consultants be selected from the city's roster?
- Friedli:** That is undecided, but they will probably be selected from the roster.
- Walls:** The consultant selection process may be an opportunity for the Commission to be involved.
- Hansmire:** Is the city required to maintain the historic buildings on the site?
- Friedli:** We have developed a historic properties resource plan and we will report to the State Historic Preservation Officer at the end of each year.
- Hansmire:** How might the Historic Properties Resource Plan effect the Blue Ribbon Committee's hierarchy of habitat preservation and restoration above buildings?

Friedli: There will be a balance of habitat preservation and building preservation. We can't neglect the buildings and their programmatic uses. It was required in the land transfer that the historic buildings be maintained and we have a guide for the treatment of the historic facilities.

Sundberg: It is encouraging to see the planning process underway. It is a worthwhile effort.

Action:The Commission subcommittee appreciates the update briefing.